



MICHIGAN TRUCK SAFETY COMMISSION ANNUAL REPORT FISCAL YEAR 2016 October 1, 2015-September 30, 2016 Pursuant to Public Act 348 of 1988 As of November 15, 2016

Prepared by the MICHIGAN OFFICE OF HIGHWAY SAFETY PLANNING P.O. Box 30634 Lansing, Michigan 48909 Michigan.gov/ohsp

MISSION STATEMENT

"To improve truck safety by providing

Michigan's trucking industry and the

citizens of Michigan with effective

educational programs and by addressing

significant truck safety issues."

2016 MICHIGAN TRUCK SAFETY COMMISSIONERS

The Michigan Truck Safety Commission (MTSC) shall carry out all responsibilities as mandated by Public Act 348, the Michigan Constitution, and by statute. The commission shall promote truck safety through truck driver safety education programs, research and demonstration projects, truck safety enforcement efforts, and other methods it deems appropriate with the state.

The following 11 commissioners serve on the MTSC:

Dr. Daniel Blower, Chair

Representing Michigan's four-year colleges and universities

Mr. Tim Yungfer, Vice Chair

Representing general public

Mr. Fred Bueter

Representing Secretary of State

Ms. Sharon Conklin

Representing private motor carriers

Mr. David Goller

Representing organized labor

Mr. Walter Heinritzi

Representing Michigan Trucking Association

Capt. Mike Krumm

Representing Michigan State Police, Commercial Vehicle Enforcement Division

Mr. Charles Moser

Representing Michigan Transportation Commission

Mr. Thomas O'Brien

Representing Michigan's community colleges

Mr. Michael Prince

Representing Michigan Office of Highway Safety Planning

Mr. Robert Ramels

Representing general public



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INTRODUCTION

For more than 25 years, the MTSC has served as a trusted advocate for the state's trucking industry. The MTSC is the only organization in the nation dedicated to commercial motor vehicle (CMV) driver education and training paid for by the trucking industry instead of tax dollars.

Funding for the MTSC is provided by the Truck Safety Fund established by Public Act 348 of 1988. The fund is administered by the Office of Highway Safety Planning (OHSP), a division of the Michigan State Police (MSP). The majority of the fund is used to support truck driver training, commercial motor vehicle enforcement, and research on commercial motor vehicle safety initiatives.

Training is coordinated by the Michigan Center for Truck Safety (MCTS), and commercial motor vehicle enforcement is conducted by the MSP Commercial Motor Vehicle Enforcement Division (CVED).



STRATEGIC PLAN

In Michigan, development of a statewide Strategic Highway Safety Plan (SHSP) is directed by the Governor's Traffic Safety Advisory Commission (GTSAC). The GTSAC consists of the Governor (or a designee); the directors (or their designees) of the departments of Education, Health and Human Services, State, State Police, and Transportation; the directors of the OHSP and Office of Services to the Aging; and three local representatives. The SHSP was developed in 2004. It was updated in 2007, 2012, and 2016.

In the 2013-2016 SHSP, four broad traffic safety emphasis areas were identified which included at-risk road users, high-risk road users, engineering infrastructure, and system administration. CMV safety was identified under the at-risk road users emphasis area. Since the MTSC was already in place, the commission agreed to serve as the action team for CMV safety. The updated strategic plan serves as both the 2012-2015 MTSC Strategic Plan and as the SHSP CMV Action Plan for the GTSAC action team. The MTSC Strategic Plan will be updated in Fiscal Year 2017.

EMPHASIS AREAS

In the strategic plan, data-driven emphasis areas and strategies were identified to support the mission of the MTSC. These emphasis areas include strategies derived from the:

- National Cooperative Highway Research Program Report 500 Series.
- Implementation Guide (Volume 13) for Reducing Collisions Involving Heavy Trucks.
- Strategies to Reduce Commercial Motor Vehicleinvolved Crashes, Fatalities, and Injuries in Michigan (2013 report by the University of Michigan Traffic Research Institute (UMTRI).

The MTSC emphasis areas include:

■ Improving CMV driver performance through

education and enforcement.

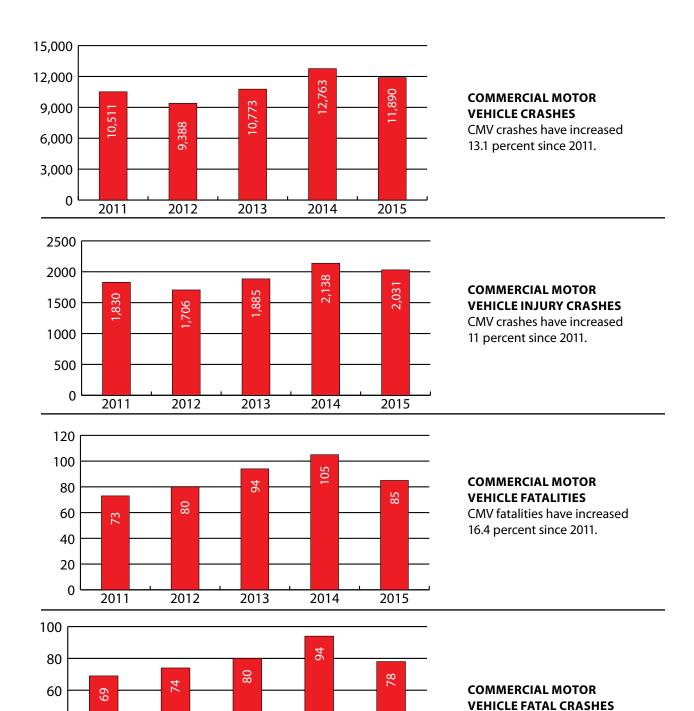
- Reducing fatigue-related crashes.
- Strengthening commercial driver's license programs.
- Increasing knowledge on how CMVs and cars can share the road.
- Improving maintenance of heavy trucks.
- Identifying and correcting unsafe roadway infrastructure and operational characteristics.
- Improving and enhancing truck safety data.
- Deploying truck safety initiatives, technologies, and best safety practices.

OBJECTIVES

The following objectives were identified:

- Reduce the number of CMV-involved fatal crashes by a statistically significant number below the fiveyear trend line by 2015, taking into consideration the CMV miles traveled each year.
- Reduce the percentage of CMV-involved fatalities per 100 million CMV miles traveled by a statistically significant number below the five-year trend line by 2015.
- Increase the CMV seat belt use rate by a statistically significant percentage by 2015.
- Evaluate the use of the CMV simulator to determine the effectiveness of this training by examining use rates by drivers and crash trend line statistics after the training by 2015.

CRASH PROFILE 2011-2015



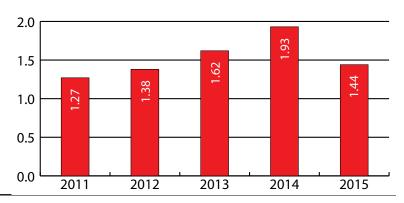
CMV fatal crashes have increased

13 percent since 2011.



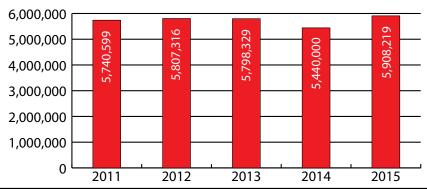
COMMERCIAL MOTOR VEHICLE FATALITIES PER 100 MILLION MILES TRAVELED

CMV fatality rates have increased 13.4 percent since 2011.



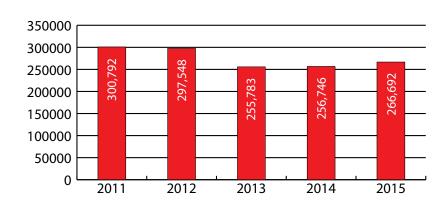
COMMERCIAL MOTOR VEHICLE MILES TRAVELED (IN THOUSANDS)

CMV miles traveled have increased 2.9 percent since 2011.



COMMERCIAL DRIVER LICENSES (CDLs)

CMV driver licenses have decreased 11.3 percent since 2011.







MICHIGAN CENTER FOR TRUCK SAFETY

TOTAL GRANT AWARDED: \$1,072,000

The MCTS is responsible for the education programs sponsored by MTSC. It is funded through a grant to the Michigan Trucking Association Education Center, Inc. The MCTS serves as the central source for CMV truck driver training and information programs, with offices in Lansing and Escanaba.

The MCTS staff answers questions and provides information about CMV truck safety, rules and regulations, and education programs through the MCTS website and hotline.

The MCTS staff maintains relationships with the Michigan Department of State (MDOS), the Michigan Department of Transportation (MDOT), the Michigan Driver and Traffic Safety Education Association, the MSP, and the Michigan Trucking Association (MTA) Eastern and Western Safety Councils.

GOALS

Each fiscal year the MCTS submits goals for approval by the MTSC. The Fiscal Year 2016 goals were:

- The MCTS will provide Truck Driver Simulator Training education and outreach to at least 200 individuals. The outreach will include special events with demonstrations on the difficulties of driving a CMV. There were 596 drivers trained. Goal achieved.
- The MCTS will provide education and outreach seminars every month reaching an estimated minimum of 500 CMV drivers and trucking company representatives. There were 2,485 individuals trained. Goal achieved.
- The MCTS will provide education and outreach to trucking companies regarding records management and document retention as prescribed by the regulations. This will be provided to at least 48 individuals. There were 326 individuals trained. Goal achieved.

- Provide training to all the MCTS specialists in Driver Performance Measurement. An additional goal was added to train an additional 120 CMV drivers. All MCTS specialists were trained as well as 87 CMV drivers. Goal not achieved.
- The MCTS will also provide additional forms of education and outreach through other avenues. The MCTS website was redesigned and has a Facebook account. Goal achieved.
- Though not a stated goal in this year's grant, the MCTS conducted training for the National Safety Council's (NSC) Professional Truck Drivers Training. The goal was to train at least 150 individuals. There were 319 individuals trained. Goal achieved.

ADDITIONAL ACTIVITIES

The MCTS has handled more than 6,800 calls through the hotline. Approximately 18,000 copies of the 16th Edition Truck Drivers Guidebooks have been distributed. The 17th Edition Truck Drivers Guidebook was updated to reflect the many changes in the Federal Motor Carrier Safety Regulations, the Michigan's Motor Carrier Safety Regulations, and the Michigan Motor Vehicle Code.



TRAINING

The MCTS offers training for CMV drivers and trucking company safety managers. There are several training programs available: commercial driver's license requirements and restrictions, defensive and distractive driving, cargo securement, hours-of-service, safety management/record keeping, and various other programs as requested by companies.

The MCTS also provides new information regarding federal regulations updates, size and weight issues, border crossing, and how legislation affects trucking companies. There are items on the MCTS website which are no longer in print such as the Motor Carrier's Guide to Improving Highway Safety and the Border Crossing Guide. These guides can be downloaded and printed.

MOBILE TRUCK SIMULATORS

The MCTS has two truck driving simulators contained in a 42-foot trailer. This allows the simulators to travel to trucking companies and train CMV drivers onsite. It helps trucking companies maintain work schedules while allowing the CMV drivers to obtain training. The simulators are also used at events where the general public can see the difficulties involved in driving a CMV.

Mobile truck simulators participated in events this year including the Michigan Safety Conference in Grand Rapids, the Michigan Traffic Safety Summit in Lansing, the MTA Technological Expo in Novi, the MSP Calumet Post open house, and the Muskegon Heights Academy in Muskegon. The simulators have been at fewer public events this year due to the priority of training CMV drivers. Nearly three times more drivers were trained than was estimated.

MATERIALS

The MCTS offers printed materials and DVDs, available by mail or through the website. The most requested publication is the Truck Driver's Guidebook. Individuals are directed to the MCTS website to find information no longer available in print form.

AWARDS

The MCTS was recognized by the GTSAC with an Outstanding Traffic Safety Achievement Award at the 2016 Michigan Traffic Safety Summit for its work on using CMV mobile simulators to increase education and public outreach.

The MCTS also received the National Professional Truck Driver Training Award in Powerful Performance from the National Safety Council this year for its efforts to educate the CMV drivers and trucking industry in Michigan.





MEET THE STAFF

Alfred Newell, Project Director

As project director, Al oversees all aspects of the MCTS. He retired as a command officer with the MSP CVED after 30 years of service. He has extensive knowledge and experience regarding the trucking industry.

Chuck Simmons, Truck Safety Simulator Specialist

Chuck is an experienced employee in the trucking industry. He has knowledge and experience as a CMV driver and safety manager. He also has a background in information technology.

Jon Crippen, Truck Safety Driver Performance **Measurement Specialist**

Jon has a long history in the trucking industry. He has knowledge and experience as a CMV driver and safety manager.

William Massey, Truck Safety Specialist

William was hired in May 2015 after retiring from the MSP CVED. He has experience conducting new entrant safety audits, which is one of the responsibilities of this position.

Daniel Litzner, Truck Safety Specialist, **Escanaba Office MCTS**

Daniel retired from the MSP CVED in 2014 with an extensive background as an instructor for the Commercial Vehicle Safety Alliance inspection program and trucking industry in the Upper Peninsula.

Michelle Zemla, Office Manager/Bookkeeper

Michelle has knowledge and experience with nonprofit organizations and office administration.

Charlie Culton, Part-Time Safety Specialist, Office Assistant

Charlie retired from the MSP CVED in 2002 as an inspector and assistant division commander. His vast knowledge of the trucking industry helps when answering questions for the MCTS hotline. He also assists on specialty tasks and other assigned duties.

MICHIGAN STATE POLICE COMMERCIAL VEHICLE ENFORCEMENT DIVISION

TOTAL GRANT AWARDED: \$1,908,570

The MSP CVED is responsible for enforcing the state laws governing CMVs and their drivers. This includes, but is not limited to: equipment standards, size and weight restrictions, driver qualifications, transportation of hazardous materials, criminal interdiction, licensing of intrastate for-hire carriers, and administration of the Unified Carrier Registration Agreement. Motor carrier officers also conduct high-visibility traffic enforcement, address homeland security issues, and focus on infrastructure protection through CMV enforcement activities.

ENFORCEMENT

Using Data-Driven Approaches to Crime and Traffic Safety, CVED deploys Special Transportation Enforcement Teams (STET) to patrol in areas at a higher risk for CMV crashes. STET are highly mobile enforcement operations allowing motor carrier officers to address driver and vehicle violations in high-risk areas. Using the STET concept, motor carrier officers focus on driver-related factors such as driving too fast, improper lane usage, failure to yield, impaired driving, following too closely, careless driving, and distracted driving.

In FY2016, grant-funding was awarded for the following patrols:

■ 11,800 regular STET hours.

- 2,240 additional patrol hours, over and above the regular STET hours, for district patrols and enforcement in areas determined by each district to be at the highest risk for CMV crashes.
- 3,624 overtime patrol hours for officers, investigators, and supervisors in support of the Drive to Zero/Drive to Save Lives traffic safety campaign. Also, in support of this campaign, CVED purchased 60 banners that are currently displayed at weigh stations and used at rest area operations and other events.

ENFORCEMENT EQUIPMENT

In-car camera systems are beneficial for officer safety, deterring crime, providing evidence in court, and enhancing public trust. CVED used truck safety grant funds to purchase 80 digital in-car cameras to replace their obsolete camera systems. The newer digital camera systems provide better overall video quality and feature subscriber identity module card storage to hold more data in a fraction of the space. The new cameras also use an automated purge and retention system that meets Freedom of Information Act standards, digital hashing to prevent alteration of video files, and is more easily searchable when an event must be viewed.

To enhance CMV safety and officer effectiveness, CVED also purchased 30 new radar speed detection



units for deployment to various locations to replace units that had reached the end of their life expectancy.

TECHNOLOGY

In order to increase enforcement capability, CVED deployed new inspection and enforcement technology. The new CVIEW Plus™ technology pulls all available state and federal carrier data into one web-based query that allows enforcement officers to quickly determine if a carrier is properly credentialed, registered, has paid required carrier fees, and determine if a carrier is under an out-of-service order. The system also queries vehicle registration and VINs to help identify chameleon carrier operations. Typically, while on patrol, officers only have the ability to screen for traffic violations and obvious vehicle defects. This technology allows patrol officers to take a more thorough look at carrier operations and develop probable cause for a stop that otherwise would not be detected with traditional screening methods.

The new InSPECT™ inspection technology provides officers with an easy-to-use, federally compliant tool for performing roadside inspections. CVED patrol vehicles have become a mobile office for patrol officers thus limiting the need for time spent at the work site. Patrol vehicle computers have Internet, email, inspection, report writing, LEIN, and other capabilities allowing them to use their patrol vehicle as their base of operations. The new inspection technology builds on the mobile office concept by allowing officers to upload inspections from the patrol vehicle instead of returning to the work site to upload. This allows the officer the ability to cover a larger patrol area and improves upload timeliness. The new system is also customizable and allows CVED to tailor an inspection report to gather specific data during targeted enforcement operations.

TRUCK SAFETY ENFORCEMENT STATISTICS

STET ACTIVITY	FY2015 TOTALS	FY2016 TOTALS	
Total Vehicle Stops	11,377	12,525	
Safety Inspections	7,678	7,926	
Total Citations	7,402	7,813	
Speeding	2,089	2,464	
Seat Belt	855	973	
Driver's License	226	266	
Illegal Parking	124	98	
Equipment	440	388	



RESEARCH

Public Act 348 of 1988, Section 247.675 (25)(4)(b)(ii), allows the MTSC to "encourage, coordinate, and administer grants for research and demonstration projects to develop the application of new ideas and concepts in truck driver safety education as applied to state, as opposed to nationwide, problems."

The MTSC sponsored two research grants related to the trucking industry in FY2016.

ASSESSMENT OF EDUCATION AND TRAINING NEEDS OF CMV DRIVERS AND COMPANIES

TOTAL GRANT AWARDED: \$41,376

Since 2011, CMV driver licenses have decreased 11.3 percent in Michigan. The trucking industry was in constant need of truck drivers with the necessary credentials. It was not clear if the present training programs avail-



able in Michigan for CMV drivers were sufficient to meet the needs of the trucking industry. There was a need to inventory the training programs available, examine the

needs of the trucking industry, identify training gaps, and propose ways these gaps could be addressed.

A grant was awarded to the University of Michigan Transportation Research Institute to conduct the training needs assessment and produce a final report with recommendations to the MTSC. This project began in FY2015 and was completed in FY2016.

The recommendations included:

- Support standardized minimum requirements for CDL preparation.
- Increase the number of commercial driver training programs in Michigan's community colleges.
- Support standards for finishing programs for entrylevel drivers.
- Emphasize training in backing maneuvers, stopping, and skid control for entry-level drivers.
- Increase outreach and encouragement to small carriers for continued driver training.
- Increase trucking-industry awareness of the resources of the MCTS.

- Develop training programs for the use of advanced technologies and telematics.
- Develop outreach and apprenticeship programs to introduce the trucking industry as a positive career choice for high school students.

CMV STRATEGIC PLAN UPDATE

TOTAL GRANT AWARDED: \$99,542

In the United States, CMVs have greatly contributed to the large numbers of crashes, injuries, and fatalities. In 2012, over 3,000 people died and an additional 104,000 were injured in the 333,000 CMV-involved crashes.

Furthermore, in 2013, over 340,000 large trucks were involved in traffic crashes resulting in the 3,964 fatalities and 95,000



injuries. Over the past five years 2011-2015, there has been an increase of CMV fatalities by 16.4 percent in Michigan.

In response to these statistics, the highway and transportation agencies at the federal and state level developed strategic plans focused on identifying systems and processes for enhancing highway safety. Michigan developed its own latest CMV strategic plan in 2012-2015.

A grant was awarded to Western Michigan University to identify the emphasis areas, objectives, and strategies for an updated strategic plan. It also analyzed the effectiveness of the 2012-2015 CMV Strategic Plan by conducting a literature review of similar practices in other states, analysis of CMV crash data, review of driver history records and a review of CMV inspection records.

This strategic plan update will be completed in FY2017 and serve as the SHSP's contribution for commercial motor vehicles.



TRUCK SAFETY FUND

STATEMENT OF CHANGES IN FUND BALANCE

FOR THE PERIOD ENDING SEPTEMBER 30, 2016

	FY2015	FY2016
REVENUES		
Truck Registration Fees	\$2,085,168	\$2,153,741
Variable Interstate Fees/Uniform Carrier Registration (UCR) Fees	\$788,575	\$1,090,731
Total	\$2,873,743	\$3,244,472
EXPENDITURES		
Administration	\$66,122	\$74,497
Education Programs	\$1,239,718	\$858,422
Excess Motor Carrier Fee Revenue for Enforcement	\$182,023	\$776,605
Enforcement	\$1,743,898	\$1,761,865
Research/Other	\$189,604	\$121,288
Total	\$3,421,365	\$3,592,677
EXCESS OF REVENUES OVER EXPENDITURES	(\$547,622)	(\$348,205)
BEGINNING FUND BALANCE	\$2,920,671*	\$3,149,654
ENDING FUND BALANCE		
Total Carry-Forward	\$2,373,049	\$2,801,449
Excess Motor Carrier Fee Revenue	\$776,605	\$-
Total Ending Fund Balance	\$3,149,654	\$2,801,449

^{*} Includes a \$1,314 write-off from a 2013 payable.

The Truck Safety Fund is recorded using the modified accrual basis of accounting. Fund revenues are recorded when they are collected. Fund expenditures are recorded in the year expended.

While the fiscal year ends on September 30, the State of Michigan financial reports are not closed until later in the year. Any necessary adjustments in the Truck Safety Fund revenues or expenditures will be reflected in the annual report for the following fiscal year.

FUNDING SOURCES

- \$15 of the registration fee collected by the MDOS on most large trucks, per Public Act 346 of 1988, Section 257.801 of the Michigan Compiled Laws.
- UCR fees collected by the Michigan Department of Licensing and Regulatory Affairs, per Public Act 347 of 1988, Section 478.7 of the Michigan Compiled Laws.

PUBLIC ACT 348 OF 1988

Establishment of the Truck Safety Fund and Michigan Truck Safety Commission

Section 247.675 of the Michigan Compiled Laws Sec. 25.

- (1) The truck safety fund is established and shall be maintained in the State Treasury. The truck safety fund shall be administered by the Office of Highway Safety Planning within the Department of State Police.
- (2) The Michigan Truck Safety Commission is established in the Office of Highway Safety Planning within the Department of State Police. The commission shall control the expenditures of the truck safety fund. The commission shall consist of the following members:
 - (a) A member of the State Transportation Commission, or his or her authorized representative who is a member of the State Transportation Commission.
 - (b) The director of the Office of Highway Safety Planning, within the Department of State Police.
 - (c) The Secretary of State.
 - (d) The commanding officer of the Motor Carrier Division within the Department of State Police.
 - (e) Seven individuals appointed by the governor with the advice and consent of the Senate as follows:
 - (i) One individual representing Michigan community colleges.
 - (ii) One individual representing 4-year colleges or universities.
 - (iii) One individual representing the Michigan Trucking Association.
 - (iv) One individual representing private motor carriers.
 - (v) One individual representing organized labor.
 - (vi) Two individuals representing the general public.
- (3) The appointed members of the Michigan Truck Safety Commission shall be appointed for 2-year terms. The chairperson of the Michigan Truck Safety Commission shall be elected by a majority of the members serving on the Michigan Truck Safety Commission. A vacancy shall be filled for the balance of the unexpired term in the same manner as the original appointment. The business which the Michigan Truck Safety Commission shall perform

- shall be conducted at a quarterly meeting held in compliance with the open meetings act, Act No. 267 of the Public Acts of 1976, being sections 15.261 to 15.275 of the Michigan Compiled Laws. Public notice of the meeting shall be given in the manner required under Act No.267 of 1976. A majority of the commission members serving shall be required to constitute a quorum.
- (4) The truck safety fund shall be expended in the following order of priority and in the following manner:
 - (a) Not more than 5 percent but not more than \$100,000.00 of the money deposited in the truck safety fund shall be expended for the fund's administrative expenses. The Office of Highway Safety Planning may employ not more than 2 persons to assist in the administration of the fund.
 - (b) Not less than 30 percent, but not less than \$1,000,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the following purposes:
 - (i) Establishing truck driver safety education programs.
 - (ii) Encouraging, coordinating, and administering grants for research and demonstration projects to develop the application of new ideas and concepts in truck driver safety education as applied to state, as opposed to nationwide, problems.
 - (iii) Applying for, receiving, and accepting any grant, gift, contribution, loan, or other assistance in the form of money, property, labor, and any other form from a public or private source for the enhancement of truck driver safety education, including matching funds and other assistance from an agency or instrumentality of the United States and doing each thing as is necessary to apply for, receive, and administer that assistance in accordance with the laws of this state.
 - (c) Not less than \$750,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the establishment of special transportation enforcement team operations within the Motor Carrier Division of

the Department of State Police and any expenses incurred by the Special Transportation Enforcement Team including, but not limited to, required equipment. The Motor Carrier Division of the Department of State Police shall submit an annual report of the activities of the Special Transportation Enforcement Team operations and expenditures of the fund for those operations provided by this subdivision.

- (d) The balance of the money deposited in the truck safety fund, if any, shall be expended for the following purposes:
 - (i) Investigating, performing data collection and analysis, and making recommendations on truck accidents within this state.
 - (ii) Investigating and making recommendations on the truck safety enforcement procedures of local law enforcement agencies.
 - (iii) Performing other functions considered necessary by the Michigan Truck Safety Commission for the enhancement of truck and truck driver safety within this state.
- (5) The commission shall make an annual report to the chairpersons of the House Transportation and Senate State Affairs, Tourism, and Transportation committees on the status of the fund. The report shall be submitted within 45 days after the end of the fiscal year and shall include the year and balance of the fund and the disbursements made from the fund during the previous fiscal year.





